

Construction Projects 1963

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In this report I will endeavor to present a picture of the 1963 highway construction program and some of the closely related activities.

Most of our projects fall in five main categories, namely, primary, urban, secondary, interstate, and state. We occasionally have projects in the categories of forest highways and defense access highways.

In approaching our highway problems, there are two primary needs. One is the physical needs of the system and the other is the financial need to accomplish the needed highway improvements.

During the calendar year of 1963 federal funds will be available in the following categories as follows:

Primary	\$ 15,144,929
Secondary	15,490,000
Urban	6,480,200
Interstate	185,106,568

These funds are matched with state funds on the basis of 90-10 on the interstate and on a 50-50 basis in the other categories. One half of the federal secondary funds are apportioned to the 92 counties by the Commission.

It should be pointed out however, that approximately \$86,000,000 of these funds will not be available until July 1, 1963 and are to be expended over a one year period. These funds are for the expenditure of preliminary engineering, rights of way, and construction of which preliminary engineering and rights of way may amount to as much as 25 per cent of the total allotment.

There are three of the provisions of the 1962 Federal-Aid Highway Act that are of interest and indicate the constantly increasing new obligations being imposed on the Commission.

The first is that section of the law concerned with the relocation of families and businesses displaced as a result of federally aided highway construction. Prior to Bureau approval of any project for right-of-way acquisition or construction with federal aid, the State Highway Commission must give satisfactory assurance that relocation advisory assist-

ance shall be provided for the relocation of families to be displaced. The law further provides that those states that under their own laws can make the relocation payments, may pay moving costs of displaced families and businesses and are entitled to treat such payments as reimbursable project costs.

This law also provides that relocation advisory service shall include as a minimum an office having as a major responsibility the provision of relocation assistance on a state-wide basis. There is considerably more to this section of the law, however, it is the chief concern of our Division of Land Acquisition.

All our P. S. & E. assemblies must now state that this provision of the law has been complied with.

Another provision is, that beginning with funds apportioned for fiscal year 1964, $1\frac{1}{2}$ per cent of a state's total apportionment, which under prior law was available for highway planning and research purposes and for highway construction, may now be used *only* for research and planning. Congress provided an additional $\frac{1}{2}$ per cent of A.B.C. apportioned funds for planning and research. If this *additional* sum is not used for these purposes, however, it is available for construction. This provision of the law will necessitate the expansion of our research activities.

A third provision which I might mention provides that, ". . . the Secretary shall cooperate with the states, as authorized in this title, in the development of long range highway plans and programs which are properly coordinated with plans for improvements in other affected forms of transportation and which are formulated with due consideration to their probable effect on the future development of urban areas of more than fifty thousand population." This section creates certain requirements with respect to transportation planning projects in these urban areas. Our Urban Planning Section has just issued a bulletin concerning this portion of the Act.

The legislature has passed certain highway laws which will affect our work. Some of these laws are as follows:

1. Removes ceiling on the act authorizing cooperation between Purdue and the Indiana State Highway Commission.
2. Provides for removal of encroachments on R/W.
3. Requires the Indiana State Highway Commission to construct and maintain highways on property of the Department of Conservation subject to approval of the Governor.
4. Provides for authority of the Indiana State Highway Commission

to enter on private property by following certain procedures and paying damages resulting from such entry.

5. Authorizes the Commission to purchase land and deed the same to railroads for relocation purposes caused by highway changes.

I would like also to report on some of our progress.

As of now, we have complete and open to traffic 198.75 miles of Interstate Highway which does not include the Toll Road and 88.48 miles under construction and not open to traffic, making a total of 287.23 miles. Adding the 156 miles on the Toll Road, this totals 443.23 miles of Indiana's 1121 miles of Interstate System, which is tangible evidence of progress.

Our longest stretch of Interstate open to traffic is Route I-65, 76 miles from Kopp Lane in Jeffersonville to Taylorville; the next longest section is 30 miles on I-74 from just east of Indianapolis to the interchange at the Shelby-Decatur County Line. All of I-74 from I-465 to the Ohio state line is complete or under construction except for about 5.7 miles of paving from just west of S. R. 1 to 2.6 miles west of the Ohio Line. Also, a substantial portion of I-80 (Tri-State) has been completed and opened to traffic.

It is the policy of the Commission to place under contract those portions of the Interstate which will be usable upon completion, with satisfactory tie-ins on existing portions of the Interstate System and existing A.B.C. highways.

We expect to have right-of-way plans available by the end of 1963 in the amount of approximately \$163,000,000 of construction cost.

We anticipate putting under construction including projects on which bids have already been received this year, work as follows:

Interstate—110 miles of road and 99 bridges at a cost of \$73,700,000. It is planned to place all of I-69 between Pendleton and Michigan state line not now under way, under contract by the end of 1963. The plans also include portions of I-80, I-465, I-65 and paving on I-74 near the Ohio state line.

Primary—162 miles of road and 26 bridges at cost of \$20,700,000;

Secondary—99 miles of road and 5 bridges at cost of \$4,610,000;

Urban—16 miles of road and 9 bridges at cost of \$7,381,000.

In addition, there will be formal contract expenditures for maintenance resurface, surface treatment, bridge painting, landscaping, and traffic signs which will probably increase the overall expenditures just indicated to within the neighborhood of \$125,000,000.

I-465 (the west leg of the Indianapolis Circumurban) has been completed from its junction with I-65 northwest of Indianapolis to S.R. 67 southwest of Indianapolis. The south leg is under Contract for S.R. 67 to the junction with I-74 at the southeast corner of Indianapolis with the exception of the interchange with I-65, and the grade separation with the Pennsylvania Railroad in the vicinity of Longacre Park.

We expect to get the remainder of I-74 between Lizton and a point east of Covington under Contract this year and next, thus completing this facility entirely across the State.

We are bringing our A.B.C. system highways up to modern standards as rapidly as funds will permit. State Roads 30 and 41 are being designed and placed under construction to make them dual lane facilities throughout their entire length. S. R. 912, (Cline Avenue) in a very congested area in the Calumet Region, is under design and a portion of the plans are in the hands of the Division of Land Acquisition.

A highly complex Urban Interstate project on I-65 from the end of the Ohio River Bridge between Jeffersonville and Louisville to Kopp Lane is under Contract and is expected to be complete late in 1964. These are just a few of the highlights which I thought it would be

THE STATUS OF ROAD AND BRIDGE PLANS IS AS FOLLOWS:

Total Road Plans Complete.....	277.31 miles	\$110,653,500
Total Road Plans Underway.....	587.45 miles	\$272,551,700
Total Bridge Plans Complete for.....	304 bridges	\$ 67,000,000
Total Bridge Plans Underway for.....	410 bridges	\$ 98,800,000

well to mention.

We have a total of \$371,351,700 of design underway and \$177,653,500 worth of design complete based on estimated construction cost for both roads and bridges.

We anticipate that 45 projects will be let on the County Federal Aid System and that the County FA section will process the development of about 45 agreements between the state and approximately 40 counties.

In the field of Railroad Grade Crossing we anticipate 49 grade crossing protection projects at an estimated cost of \$767,033 and 49 grade crossing construction projects at an estimated cost of \$346,010. This work is performed on a force account basis under agreement with the various affected railroads.

We are expecting utility relocation and adjustment work in the amount of \$3,400,000. This will involve the handling in the Utility Section of approximately 200 agreements with about 50 different utilities. This work is also on a force account basis.

The Construction Division is involved in the handling of numerous agreements with the Corps of Engineers involving the relocation of highways and changes in highway facilities due to flood control and navigation projects.

The Bureau of Materials and Tests is involved in a large program of material testing, research and soils analysis.

I have touched thus far mainly on the areas of design, finance and the task of getting the projects under way. We have under Contract approximately \$98,010,694 of work. I would also mention the fine job our Construction personnel is doing in engineering the work in the field. As a result of their close attention to details, we are continuing to produce an excellent system of highways.